done anywhere else. Estimates given.



PUBLISHED DAILY

is the oldest and still immensurably the best medium for Advertising am az the Native Community Established for nearly FORTY YEARS.

AUUNG NGOI SAN PO

(Chinese Daily Press).

sirculates largely throughout Southern China Indo-China, etc. Terms for Advertising (Translations free) can be obtained at the Office, Wyndham Street Hougkong, or from the different Agents. Documents translated from or into Classic or Colloquial Chinese.

No. 12,848

號八十四百八千二萬登第

日七十二月三年五十二緒光

MONDAY, MAY 814, 1899. HONGKONG.

號八月五年九十九百八千登英港香 一年禮

PRICE \$21 PER MONOR

NEW ADVERTISEMENTS NOTICE

HAVE This Day taken Charge of the LITALIAN CONSULATE. The OFFICE is transferred to QUEEN'S ROAD CENTRAL, entrance I, Daddell Street. Office hours from 10 to 12 A.M. and from 2 Z. VOLPICELLI,

Consul for Italy. Hongkeng, 5th May, 1899.

NOTICE.

Partner of this Firm. Ricci Aquino,

Managing Partner. RICCI & CO. Hongkong, 6th May, 1899. TROMESTIC LOVE STORY

→ GREAT INTEREST

... The Hongkong Daily Press has secured the Fiction from the pen of .. IZA DUFFUS HARDY. New Othello," "A Woman's Loyalty" "The

previous books have achieved considerable THE TITLE OF THE NEW STORY IS MACGILLEROY'S MILLIONS,

and the opening Chapters will appear in the Daily Press. SATURDAY, 13TH MAY.

DOUGLAS STEAMSHIP COMPANY.

- LIMITED. FOR SWATOW: THE Company's Steamship

"Hailoong," Captain Robson, will be despatched for the above port TO-MORROW, the 9th inst., at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO. - General Managers.

Hongkong, 8th May, 1899. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUL THE Company's Chartered Steamship "PRONTO." Captain Grandt, will be despatched for the above ports TO-MORROW, the 9th inst., at

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 8th May, 1899. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO. THE Company's Chartered Steamship

"NANYANG." Captain Lehmann, will be despatched for the above ports TO MORROW, the 9th inst., at

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 8th May, 1899. FOR KOBE (DIRECT).

HE Steamship

"KONOURA MARU," Captain K. N. Shiina, will be despatched for the above port at Noon, on FRIDAY, the 12th

For Freight apply to DODWELL & Co., Ltd., Hongkong, 8th May, 1899. AUSTRIAN LLOYD'S STLAM NAVI-GATION COMPANY

STEAM TO SHANGHAI AND KOBE

HE Company's Steamship "«VINDOBONA." Captain C. Androvich, will leave for the above places on the 13th inst., P.M. For Freight or Passage, apply to

Hongkong, 8th May, 1899. 11273 THE OSAKA SHOSEN KAISHA, LIMITED.

SANDER, WIELER & CO.,

REGULAR WEEKLY SERVICE TO SWATOW, AMOY, AND TAMENT

THE Steamship "MAIZARU MARU," Captain S. Nagata, will be despatched for the above ports on SUNDAY, the 14th inst., at

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hongkong, lai May, 1899. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQ IEBOTS POSTE FRANCAIS. NO PICE.

STEAM FOR SAIGON, SINGAPORE, COLOMBO, BOMBAY, ADEN, EGYPT, Marseilles, n'editerranean AND BLACK SEA PORTS,

LENDON, HAVRE, BORDEAUX, PORTS OF BRAZIL & RIVER PLATE N SATURDAY, the 20th May, 1899,

at Noon, the Company's Steamship "SALAZIE," Cartain Negre, with Mails, Passengers, Specie, and Cargo, will leave this port for MARSEILLES via BOMBAY. the S. S. "AUSTRALIEN," which vessel takes on her Passengers and Mails leaving that port on the 1st June, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for Lon-don as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be grunted till Noon,
Cargo will be received on board nutil 4 P.M., Specie and Parcels until 3 r.m on the 19th May. (Parcels are not to be sent on board; they must be left at the Agency's Office.).
Contents and Value of Packages are required.

For further Particulars, apply at the Com-G. DE CHAMPEAUX. Hongkong, 8th April, 1899.

NOTICES OF FIRMS

"GLEN" LINE OF STEAMERS.

the above line, Messre McGregor BROS. & Gow will from this date conduct the business connected therewith. JARDINE, MATHESON & CO.

IN reference to the above Notice we have Telephone No. 75. this port of the "Glen" steamers, Mochegor Bros & GOW. Hongkong, 6th May, 1899.

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED. NOTICE is hereby given that the FOUR-TEENTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held in the Board Room at the Hongkone Dispunsier TO DAY (MONDAY). the 8th May, at Twelve I, o'clock NOON for the purpose of receiving the taly.

The report of the General Managers together with a Statement of Account to the Sist December.

The Register of Shares will be CLOSED from Monday, the 1st May, until Wednesday, T BEG to inform the Public, that I wave the 10th May proxime, both days inclusive. This Day admitted Mr. MA PAK-NIN as during which period no Transfer of Shares can be registered.

> A. H. MANCELL Hongkong, 22nd April, 1899.

> NOTICE THE CERTIFICATES for 4) Shares numbered > 8,159/8,168 = 18.159/18.168

Rights of Publication of A New Work or 28,159/28.168, and 38,159/38,169 standing in the Register of the CHINA MERCHANTS' STEAM NAVIGATION COMPANY in Author of "In the Springtime of Love," "A | the name of KAU MUN REE & Co., having been STOLEN, notice is hereby given that the Girl He Did Not Marry," &c., &c., theft has been reported to the China Merchants' An Able and Popular Authoress whose Steam Navigation Company, and Duplicate theft has been reported to the China Merchants' Certificates of the same will be issued, and that the Original Certificates together with the Interest Warrants of the same will be hereafter held as null and void. KWONG CHEONG LOONG

> Hongkong, 15th April: 1899. OLIVERS FREEHOLD MINES, LIMITED.

8. Praya West.

NOTICE is hereby given that a CALI of Orient, it is indis \$1.00 per Share has been made in respect advertisements. of the "B" Shares in the above named Company, and that such CALL is PAYABLE to the General Managers, on the 5th day of July next, at the Offices of the Company, 38 and 40, QUEEN'S ROAD CENTRAL. JOHN D. HUMPHREYS & SON, --

General Managers. Hongkong, 4th May, 1899. THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

NOTICE.

CERTIFICATE for 100-Shares num bered 16,972/17,071 standing in the Register of this Company in the name of Miss ELLEN FARRELL BROWN having been LOST notice is hereby given that a duplicate Certificate for the said 100. Shares will be issued one month hence, and that the Original Certificate | Ice at Kowloon, residents of that district are unless produced within that period will thereafter he held by the Company as null and void BHEWAN, TOMES & CO.,

Hongkong, 4th May, 1899. THE YANGTSZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

General Managars.

DIVIDEND at the rate of Ten per cent. A being Six Dollars per share on the Paidup Capital of the above Association, has been declared PAYABLE at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA OF the Hondrond and Shanghar Banking Conponation on and after this date to Shareholders of record on the 15th April, 1899. By Order of the Board of Directors, W. S. JACKSON,

Shanghai, 16th April, 1899.

SOMATOSE.

(Recistered). TASTELESS. Odourless, Nutrient Ment. Powder. SOMATOSE centains all the albuminoid principles of beef in an easily soluble form, It has been extensively employed, and found to be of the greatest service in consumption, diseases of the stomach and intestinal. tract, chlorosis and rickets; it is of great value in convalescence from all diseases. SOMATOSE promotes the assimilation o nitrogenous food, it strengthens the muscles and stimulates the appetite in a remarkable

manner. Sole Manufacturers : Forbenfabriken, vorm, FRIEDR. BAYER & Co., Elberfeld. To be bad in all dispensaries and druggist shops, and with WM. MEYERINK & CO.,

Sole Agents for Hongkong & China. Hengkong, 30th March, 1899.

PROF. H. FRENKEL AMBRICAN:

SURGEON-CHIROPODIST,

TYNDERTAKES to extract corns, and to signed. cure warts, bunions, and ingrowing toenails. Terms moderate.

Address.

54-56, QUEEN'S ROAD CENTRAL. Hongkong, 1st May, 1899.

ATIONAL ASSURANCE COMPANY OF IRELAND. ESTABLISHED 1822

Funds (over) 500.000 The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current

RADECKER & CO.

Hongkong, 19th September, 1898. a1988 2700

INTIMATIONS WANTED

XXELL LIT and VENTILATED OFFICES in CENTRAL position, lat Floor preferred, S or 4 Rooms, Quenn's Roan OF PRAYA CENTRAL. Apply Stating Situation and rent to

Care of Messrs, Kally & Walsh, Ltd. Hongkong, 6th May, 1899.

THEORIENT

A MONTHLY MAGAZINE IN ENGLISH

CONDUCTED BY JAPANESE.

TREATING of the Politics, Arts, Customs, Religious, and Literature of the East, with summary of current topics, political, social, and religious, in Japan, Korea, China, Siam. Burma, British India, etc.

"The Orient" is the sole English Magazine. published in Japan. It contains a number of interesting original articles on the politics, manners and customs, fine arts, literature, and religion of the Japanese nation. It also gives comprehensive and trustworthy information on the political, social, and religious topics of 1067 Oriental Nations.

> Widely read in Japan and throughout the Orient, it is indisputably the best medium for

> TERMS: Annual Subscription for foreign countries, \$3.00 (6 shillings). Post free.

ORDERS RECEIVED by KELLY & WALSH, LIMITED.

Hongkong, Srd May, 1899.

FACILITIES FOR ICE AT KOWLOUN. FIRE HONGKONG ICE Co., LIMITED, having appointed me agent for the sale of their informed that Ice can now be had at my store there, at Hongkong rates.

H. RUTTONJEE, Elgin Street, Kowloon. Hongkong, 3rd May, 1899. UNION-INSURANCE * SOCIETY OF "

CANTON, LIMITED. NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS of Twenty per La Cent upon contributions for the year WARRANTS will be issued on the 1st May By Order of the Board. DOUGLAS JONES.

Secretary. Hongkong, 20th April, 1899. THE TRADE MARKS ORDINANCE,

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that RUINART PERE & FILS carrying on business at Rheims in the Republic of France and also at London in England, and elsewhere as Wine (Champagne) growers and shippers have on the 4th day of March, 1899, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE

Two lions each standing on one leg and depicted one on each side of a Coat of Arms and between the heads of the lions and over the Cont of Arms is depicted a Crown A Coat of Arms is depicted in the middle and between the lions.

Under the two lions and the Coat of Arms and the Crown, is printed, impressed, or woven the name "Ruinart Pere & Fils." in the name of RUINART PERE & Fris, who claim to be the sole proprietors thereof. The TRADE MARK has been used by the applicants since the month of February, 1887 and previously for over one hundred years in respect of the following goods.

Champagne in class 43.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Under-

Dated the 6th day of May, 1899. JOHNSON, STOKES & MASTER Solicitors for the Applicants, 12, Queen's Road Central.

Hougkong. PERSEVERANCE XX LODGE OF HONGKONG, No. 1,186.

REGULAR MEETING of the PER-SEVERANCE LODGE will be held at the FREEMASONS' HALL OR TUESDAY, the 16th instant at 8.30 for 9 P.M. precisely. Visiting Brothren are cordially invited to Hongkong, 6th May, 1899.

MERCHANT NAVY & BON'S NAVY BOILED LONG FLAX CANVAS RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO.

PHOTOGRAPHY.

NEW FIRST CLASS STUDIO.

This Steamer connects at COLOMBO with L. YERA has the pleasure to announce that, owing to the great increase in his business, he S. S. "AUSTRALIEN," which vessel takes he finds his Studio in Arsenal Street too small, and he has now opened in addition thereto a new one in Beaconsfield Arcade, fitted with ALL THE NEWEST AND VERY BEST APPLIANCES. Hongkong, 18th April, 1899.

COTTAM & CO.

The latest NOVELTIES in GENTLEMEN'S HOSIERY



ESTD. 1864.

CHAMPAGNES.

B & E PERRIER. PAUL DOMMIER & CO. C. H. DARGONNE & CO.
IRROY & CO., Carte d'Or.
LANSON PERE ET FILS.
PIPER HEIDSEICK, Gold foil.

DOYEN & CO (sary dry) KRUG & CO., Private Covée, BOLLINGER & CO., Extra Quality LOUIS RODERER, Grand vin Sec. PO MERY and GRENO. ACKERMAN LAURANCE, SAUMUR. LOUIS RENAU (white seal).

15, Queen's Road.

DUC DE VENDOME (cup). COLU-AGENTS. CALDBEUK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS.

DISPENSARY.

DAKIN'S ANISEED AND LICORICE COUGH BALSAM. Farthe Belief of all UATARRHAL COMPLAINTS, such as COUGHS, COLDS, HOARSENESS, and SORENESS of the CHEST. Petce 50 Cents and \$1.

CRUICKSHANK'S COUGH BALSAM For Couche, Colds, Hoarseness, Influenca, Astuma, Consumption, Hocoing Couch BRONCHITIS, and all Diseases of the CHEST and LUNGS. PRICE SI per Bottle.

VICTORIA DISPENSARY. Hong! tong, 19th December. 1962

IMPERIALES.

PRICES MODERATE.

ESTABLISHED 1857.

Apply to

JUST LANDED. HIGH-CLASS CIGARS COMPANIA GENERAL DE TOBACOS DE FILIPINAS. BREVAS IMPERIALES INCOMPARABLS WINDSOR

FAVORITOS A. LOPEZ-PRINCESAS BOUQUETS REGAMA A LOPEZ ALHAMBRA. REGALIA ALHAMBRA REINA VICTOBIA PRINCESAS HIGH LLFE:

PERLAS ALHAMBRA

G. GIRAULT, 6, QUEEN'S ROAD CENTRAL.

BY SPECIAL ROYAL WARRANT TO

MAJESTY THE QUEEN

PERTH

WHISKY.

LONDRES

50 GOLD AND PRIZE MEDALS.

EXTRA SPECIAL, \$14 per doz. SPECIAL. \$12 do.

HAS A WORLD WIDE POPULARITY

SOLE ACENTS

.H.: PRICE & Co., WINE AND SPIRIT MERCHANTS, 12, QUEER'S ROAD.

BISMARCK & CO.

CHIP CHANDLERS, PROVISION, and COAL MERCHANTS, have for sale Paints of all kinds, Engine Oil, English and Japanese Coal, &c. Just received a shipment of Russian hemp, tarred ropes 1" to 5". Moet & Chandon dry Champagne in pints and quarts, \$30 per case; also Louis Roederer Antra dry Champagne, pints and quarts, 842 per case. Sole agents for Draw & Co.'s Kiel In a fini and lager beer.

> BUCHANAN'S HOUSE OF COMMONS WHISKY

\$15.00 and \$13.00 per dozen.

LANE, CRAWFORD & Co. have been appointed Sole Agents for these celebrated brands of Whiskies.

FREE SAMPLES ON APPLICATION.

FLETCHER & CO,

THE PHARMACY, 22 QUEEN'S ROAD.

(OPPOSITE THE BONGKONG HOTEL.) FLETCHER'S COMPOUND COUGH PALSAM. This well-known preparation is specially recommended for its demulcent, id expectorant qualities SOLE AGENTS FOR TANSAN WATER.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

UNITED ASBESTOS COMPANY, LD., LONDON, CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE Bost Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING FUMP PACKINGS of all Kinds, "VICTOR" METALLIC BOILER JOINTS ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the Best Qualities. ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK THOS. SKINNER.

DODWELL & CO., LIMITED. General Agents CUTLER, PALMER & CO.

Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known all over the World.

A1 QUALITY COGNAC, Distinguished by 4 STARS on the label, Price \$22.50 per 1 dozen bottles.

VERY GOOD COGNAC. Somewhat younger than the above. Distinguished by 2 Stars on the label. Price \$16.75 per 1 dozen bettles.

"PALL MALL" WHISKY, Eleven years old, very fine quality. Each bottle bears an analyst's certificate. The quality is guaranteed.

Price \$20.00 per 1 dozen bottles.

C. P. & CO'S OWN SPECIAL BLEND SCOTCH WHISKY in Patented Bottles.

doz. quart bottles.

This Wine is old, soft, and delicate. We strongly recommend it.

Analysed and Cartificated by Professor Cassall Price \$20.00 per 1 dozen bottles. DOURO PORT.

INVALIDS' PORT

This is a fine quality Wine of exceptionally good value,-Price \$14.25 per 1 dozen bottles.

SHERRIES

AMOROSO.

The Earl Misa's shipping. Price \$20.00 per 1 dozen bottles. LA TORRE. Price \$16.75 per 1 dozen bottles. Pure and natural Wine; a topic

Price \$39.76 per 1 dozen hottles.

CLARETS Price \$10.75 per 1 dozen bottles in Quarts and Pints. CHAMPAGNE BRUT. A Natural, i.e., a Brut, Sparkling Wine, of the Vintage 1889; particularly suitable to the debilitated. The price is but \$28.50 per one LIQUEUR BENEDICTINE, D.O.M.

Agents SIRMSSEN & Co., Honokone,

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect. Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons. Hydraulio Elevators to every floor. Cuisine of the best.

Hot and Cold Water throughout. Wines and Grossies imported specially from

Europe and America. Electric Lighting in the Billiard Rooms Wines, &ca cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery. Bedroom Accommodation-132 rooms.

Fire Extinguishing Mains on every floor. CHARGES MODERATE.

PEAK HOTEL

CRAIGIEBURN. THE PEAK HOTEL is situated at Victoria Gap, adjoining the Tramway Terminus. 1.550 feet/above sea level. CRAIGIEBURN is situated at Plunkett's Gap, five minutes walk from Peak Hotel. Fine healthy location-variety of beautiful

Cool southerly breezes in Summer, with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and accellent Cuisine. GEO. J. CASANOVA, Manager.

METROPOLE HOTEL, SAUKIWAN BOAD. A N easy and delightful drive from the

Finest Brands of Wines, Spirits, and Beers.

City Office, 7, Duddell Street.

BILLIARDS. Telephone No. 123, CHAS. DALTON.

Hongkong, 15th October, 1898. "BOA VISTA" HOTEL MACAO. THE only FIRST CLASS HOTEL in the Colony. Very moderate terms by the day or month. European Management.

MACAO is distant 40 miles West of Hongkong and the journey is made each day (SUN DAYS excepted) by the Magnificent Saloon Steamer "HEUNGSHAN" in 3 hours, leaving Hongkong at 2 P.M. and Macao at 8 A.M. Connection made by Company's Steamer to and from Canton. Tourists should not miss the chance o visiting this famous old City.

For Terms, apply THE MANAGER. Telegraphic Address, "Boavista." HING KEE HOTEL

(ESTABLISHED 1873)

MACAO.

NEW large 3-storey building has been specially built in place of the old wellfamed establishment. It is pleasantly situated in the centre of PRAYA GRANDE, facing south, commanding a charming view of the sea on the

All Bed-rooms well furnished and comfortable Culsine Excellent. Terms Moderate L. HING KEE, Proprietor. Telegraphic address "HINGKEE."

VICTORIA HOTEL,

SHAMEEN. CÁNTON OOD ACCOMMODATION. Excellent CUISINE. Every CONVENIENCE for TOURISTS MADAR & FARMER, T. F. da CRUZ,

Manager.

Telegraphic address : "Victoria." A. B. C. Code used.

- Proprietors.

Canton, 1st November, 1898. NAGASAKI HOTEL.

LIMITED, NAGASAKI. The FINEST HOTEL in the Far East. NEWLY OPENED.

Cuisine under an Experienced French Chef. Moderate Tariff. R. F. INMAN, Secretary & Manager Nagasaki, 16th February, 1899.

UNGKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED. TIME TABLE.

WEEK DAYS. 7.30 a.m. to 8.30 a.m. ... Every quarter of an hom 8.50 a m. to 9.30 a.m. ... Every ten minutes. 9.30 a.m. to 10.45 a.m. ... Every quarter of an hour.
11.80 a.m. to 8.00 p.m. ... Every quarter of an hour.
3.80 p.m. to 6.30 p.m. ... Every quarter of an hour.
6.30 p.m. to 8.00 p.m. ... Every ten minutes. Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

Extra Night cars at 11.30 and 11.45 p.m. 8.15 a.m. to 10.15 a.m. Every half home. 10.30 a.m. to 11.00 a.m. ... Every ten minutes Noon to 2 p.m............Every quarter of an hour 2.45 p.m. to 8 p.m.........Every quarter of an hour Night cars at 8.45 p.m. and 8 p.m., and from 9.45 p.m. to 11.15 p.m. every half bour.

HATUEDAYS.

JOHN D. HUMPHREYS & SON. General Managers. Hongkong, 1st May 1899. CARTRIDGES.

NOBEL'S SPORTING BALLISTITE

SPECIAL CARS by arrangement at the Com-pany's Office, 38 & 40, Queen's Road Central.

Absolutely Smokeless and Water-resisting THE BEST NITEO-POWDER IN THE WORLD. PRICE OF 12-BOBE CARTEIDGES:-Loaded with With Powder Powder only and I sa of Chat. \$7,40 Primrose Cases ... 35.65

8.00

Ejector Brass Cases. 5.90 5% discount on orders of 1,000 and over. Apply to, WH. SCHMIDT & Co., Gunmakers.

Pegamoid Cases ... 6.25

Hongkong. Rengional Lith July. 1907

SHIPPING.

ARRIVALS. May 6, Fushun, British steamer, 1,504, W. H. Lunt, Canton 5th May, General,-

May 6, Chingru, British str., 1,459, S. W. Moore, Sydney 6th April, General,-

BUTTERFIELD & SWIRE. May 6, TRIUMPH, Gorman str., 875, Ricke, Pakhoi and Heihow 5th May, General.-A. R. MARTY.

May 6, SULLBERS, German str., 782, Jessen, Canton 5th May, General—Sinussen & May 6, PLOVER, British gunboat, C. V. de M. Cowper, Manila 3rd May May 6, CLARA, German steamer, 675, Hansen.

Haiphong and Hoibow 5th May, Rice and

General. JEBSEN & Co. May 6, Konoura Maru, Jap. str., 1,408, K. H. Shuna, Moji Soth April, Coal.—Dodwell. May 6, KWANGLEE, Chinese str., 7,505, R. L. Lincoln, Shanghai Srd May, General,-

CHINESE. May 6, Sarpedon, British str., 3,023, J. Grier, Shanghai 3rd May, General, BUTTER. FIELD & SWIRE. May 6, Sisman, British atr., 849, Jones, Saigon 2nd May, Rice.—BRADLEY & Co.

May 7, Benlowond, British str., 1,752, Mc-Intosh, Saigon 2nd May, Rice. - GIBB LIVINGSTON & Co. May 7, DAGMAB, Norwegian str. 921, Neilson. Newchwang 30th April, and Chofoo Ist May, General.—GEO. R. STEVENS & Co. May 7, HIKOSAN MARU, Jap. str., 2,245, Fusiki,

Kutchinotzu 30th April, Coal-M. B. May 7, Marquis Bacquehem, Austrian str., 2.740 C. Audrovich. Kobe Soth April, General -SANDER. WIELER & Co. May 7, Paonto. German atr., 632, Grandt,

Swatow 3rd May, General.—DougLAS LAPBAIR & Cô. May 7, TATEGAMI MARU, Japanese str., 1,668, Torneo, Nagasaki 2nd May, Coals -- M. B. Каївна.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. STH MAY. Taksang, British str., for Swatow. Paoting, British str., for Shanghai. Sumidagarea Maru, Japanese str., for Swatow. Sullberg, German str., for Chefoo. KyptorMaru, Japanese str., for Saigon.
Gloucester City, British str., for Saigon.
Hupeh, British str., for Hollo. Monmoutheleire, British str., for Moji Benlawers, British str., for Nagasaki:

DEPARTURES. May, 5, CATANIA, British str., for New York. May 6. Ennest Stmons, French str., for

Europe, &c. May 6, Caylon, British str., for Shanghai. May 6, HAINAN, German str., for Chefoo. May 6, HEBMES, Norw. str., for Canton. May 6, Taksang, British str., for Swatow. May 6, PAOTING. British str., for Shanghai. May 6, Kyoto MARU, Jap. str., for Saigon.

May 6. MONMOUTHSHIRE, British steamer, for Portland (Or.) May 6, BENLAWERS, British str., for Nagasaki. May 6, WHAMPOA, British str., for Canton, -May 7, Sumidagawa Maru, Japanese str., for

May 7. Suliberg; German str., for Chefoo. May 7. GLOUCESTEE CITY, British str., for May 7, HUPEH, British str., for Iloilo. May 7, FORMOSA, British str., for Swatow.

Per Kwanglee, from Shanghai, Mr. J. Hanlon, Per Pronto, from Swatow, Mr. Tamsen. Per Esmeralda, from Hongkong, for Amoy, Mr. and Mrs. E. Bonear; and child; for.

Nagata, Mr. Gois, Mrs. Ming and three

Per Ernest Simons, from Hongkong, for Saigon, Mr. P. Guévin ; for Singopore, Messra. L. Eguia, and Miss Schinker and one child; seilles, Mezers. C. Gsell, J. Alio, J. C. Hillson, Per Ceylon, from Hongkong for Shanghai, Messrs. E. J. Thirkell, Fred S. Hadrs, and J. A. Stagg; for Nagasaki, Mr. Mordaunt; for Kobe, Messrs. P. Newson, T. Remick, and A. S. Covil. For Shanghai from London, Mr. F. A. P. May, Major and Mrs. H. H. Starr, and Mr. J. H. Teesdale. For Kobe from Port Said, Mrs. G. T. Croxton, and Miss Burpee, For

VERSELS IN DOCK. ABERDEEN DOCKS.—

Kowloon Doors.-Isla de Cuba Isla de Luzon, Henry Failing, Lating, Hongkong Mara, U.S.S. Charleston, H.M.S. Fame. CORMOPOLITAN DOCK .- Don Juan de Austria, Bucephalus.



TITHE OSAKA ALKALI CO., LIMITED (KAWARUCHI, OSAKA, JAPAN. SPECIALLY REFINED OIL OF VITRIOL 66° B'e. The refined soid is free from arsenic, relenium.

Foleum refining.

The refined acid is specially suitable for mineral water making, on account of freedom from all poisonous substances. The refined acid is perfectly safe from danger

parations. H. KUSAKABE & CO., Hongkong, 23rd March, 1899.

CARTRIDGES. JUST LANDED.

CURTIS'S & HARVEYS' AMBERITE Specially Loaded in England. Patent Smokeless Sporting Gunpowder containing no Nitro-Glycerine

Hongkong, 25th April, 1899,

Formosa, British str., for Swatow. Hoihao, French str., for Hoihow.

May 6, ESMERALDA, British str., for Amov. May 6, LOONGMOON, German str., for Shanghai. May 6, Phranang. British str., for Swatow.

May 7, HOTHAO, French str., for Heihow.

PASSENGERS. Per Chingte, from Sydney-Mr. and Mrs. [956 Beaton, infant and nurse, Rev. Dr. and Mrs. Abbott, Mr. and Miss Roberts, Misses Dally, and A. Craig, Mesers. P. A. Lamb, McGregor, Gaddum, Scarlett, Rainsden, Guerin, Daniels, Hilson, Rov. Francis Taso, Rev. Quintin Alcado, Lesson, Regalado, Mr. and Mrs. Wilson, Mr. Yamameto Hagashi, Miss

> Manila, Mr. and Mrs. F. M. de Jesus, and child, Mr. F. Schwalbe, Mr. and Mrs. Wild-T. S. Hope Simpson, l'Abbé J. B. Martinet, for Colombo, Mr. J. S. Fenwick; for Mar-G. Kowaki, J. Clotet, O. Camps, S. Farré Mr. and Mrs. Farrow and three children and Mr. and Mrs. German Geribaldi.

> and Mrs. W. Wallace, and Mrs., Cameron; from Merseilles, Mr. Soley; from Singapore, Mr. A.

> Yokohama from London, Mr. W. Walter, Mr.

TO DAY.



nitrous soid, etc.
The refined soid is specially suitable for export.
The refined soid is specially suitable for pet-

for employment in food and medicinal pre-

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- Sir Edward Frankland, K.C.B., D.C.L. r.R.s., r.c.s., &c. the greatest living cargo ever is landed or loaded at them. authority on Water, reports as follows The cargo belongs to Chinese who are on the water as prepared and used by us in our manufacture:-

"It possesses an extremely high degree of organic purity and is of most excellent quality drinking.

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with communications addressed to the Editor, not or publication, but as evidence of good faith. All letters for publication should be written on one. side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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THE truth with regard to the so-called opening of the inland waters of China seems at last to have filtered bome and a gradual perception that the concession is not what Lord Curzon led them to suppose it was is apparently gaining ground in the House of Commons. Colonel Welsy in this connection raised the very important point of the ling that the past year's work at Peking right of fereigners to reside at other places than Treaty Ports, and the Government of our Minister and his assistants to the promised that this matter should receive utmost, and no one will, we are sure, betheir attention. But the most pertinent grudge Sir CLAUDE MACDONALD his well question was that put by Mr. AscROFT, who earned holiday, but in the fierce strife going Office stamp on the chit-book, which signifies asked the Under Secretary for Foreign on we cannot afford to let sentiment carry simply that the coolie has handed a letter affairs whether he was aware that the Chi- us away to the exclusion of more practical in. The messages requesting registration, nese Government had restricted the freedom business considerations. Our contention we are officially informed, "generally Hermione stood by for shout half-an-hour and cautiously cross the damaged bridge and reform of navigation of these waters in such a way has always been that in the opening of the | "escape attention;" but the word "registhat steamers plying between two Treaty inland waters of China the main point at a tered " written across the letter would Ports could not avail themselves of the issue, which is the placing of the carriage not be likely to escape attention should the privileges? He is also reported to have of the domestic trade of China on an equal letter happen to fall into the hands of a added the question whether it was correct basis of taxation, no matter what its means dishonest postman, in which case it would that a steamer engaged in the inland waters of transport, has been overlooked, and our trade might not go beyond the next Treaty contention is confirmed by what we find Port, but as the second restriction is covered published in the Blue Book. In this, no by and included in the first question, there reference is made to the Supplementary does not seem to have been much use in Rules which have been issued by the Cusputting the second query at-all. Mr. Buoduck's reply was to the effect that no such restrictions as those referred to were point in the whole concession, and judging contained in the regulations for the naviga- by the result it would appear that they are told that written requests for registration tion of the inland waters as received from Her Majesty's Minister at Peking and before anything can be done the duties published in the recently issued Blue Book (Chipa No. 1, 1899).

In view of the attention we have given to the opening of these waters, and the numerous articles published on the subject in our columns, we view with satisfaction the awakening interest being taken in the matter at home. In the East we have so far succeeded that our leader of the 26th January was the means of calling the attention of the Shanghai community to this highly important subject, and Mr. Dunggon's letter addressed to the N. C. Daily News, wherein he refers to our leader as an able and interesting article, was in its turn taken up by the Shanghai Chamber of Commerce and unchallenged. It is true that the restric' ment to his Inland Water Regulations, but if the Supplementary Rules issued by boots coming under the lekin administration these water had been looked at it would carried shall pay duty to the provincial have been plainly seen that these restric- authorities on a tariff which is alone known hasis of them. Surely Mr. BRODRICK, if he it. The absurdity of the statement made by gave the matter that consideration which Sir CLAUDE MACDONALD in his despatch her stated was being given to it, would see No. 469 when referring to the resolutions that the Regulations stating that the waters | made by the Newchwang residents with were open are not sufficient to enable a regard to the inland waters is only too shipowner to start steamers under them. apparent to anyone familiar with the con-He must know that all goods in China are dicion of things in China. He says (Blue taxed and that the taxes on them have to be Book, page 356) "The right exists; it is for paid somewhere and somehow, and that any "the merchants to make use of it." This in Rules or Regulations which do not expressly spite of the fact which must have been well provide for the amount to be paid and the known to him at the time, that the amount place where it is to be paid must of necessity of duties payable on those merchants cargo become a nullity. The result of the transit had never yet been published or declared

Hence it is we say his answer was entirely | Chamber of Commerce, made a somewhat misloading, and we regret to see that it similar statement, the pith of his argument passed unchallenged. If Mr. Asonorr had being the waters are open, go ahead and taken the trouble to refer to the very Blue . " use them," quite ignoring, like the Min-Book that was quoted in answer to his questister, the question of the amount to be paid tion he would on page 252 have found thy in duties. The Minister may have done Yangtsze Regulations, wherein, as we buve through ignorance. We don't think Mr. again and again pointed out, certain places BRENAN could plead the same excuse ! called "ports of call" and others " passenger stations " are provided along the course of such diplomatic expressions as " the duties that river where steamers running from one rate be paid shall be the same as those paid

Treaty Port to another may stop and land coy untive craft or native goods," or someor embark passengers or cargo, and that con- thing else equally vague, and at is about sequently it follows that these places being time we insisted on knowing what there is specified no others can be so used, and that to pay and have it stated in hard dollars this, in its turn, involves the logical con- which admit of no discussion. Until that neighbouring Powers." But what about the came up as she passed along. clusion that vessels running between treaty is done the British Government can rest ports are not entitled to inland water assured that the opening of inland waters privileges. This point we have frequently will remain the barren concession it has emphasized, but even at the risk of being been up to date. tedious we would again point out the importance of it to all those, be they merchants A NOTIFICATION appears in the Gazette or Ministers, who have any interest in the to the effect that the officers of the Post legitimate expansion of trade that must

result from the unrestricted circulation of goods by steam power. Hitherto this cirpossible way, and not least in supportingthe antagonistic attitude of the Chinese Government have been our own officials. We will take as an illustration these same "norts of call, "etc., on the Yangtsze. Months have been spent over drawing up rules under which cargo can be landed or loaded at them. The Rules are doubtless very able productions from a diplomatic point disadvantages of steam traffic.

-stop, as published by the British Govern- residents, and especially ladies, it is a ment in the Blue Book (page 252) and as distinct disadvantage that they cannot send called, "North Tree," is omitted from the former; but this is about what might be expected when we see in the Inland Water Regulations that the word "small," having reference to steamers, was crased by the Minister as being unnecessary, and in the Regulations when published we find the expression "not of a sea-going type" has been allowed to be substituted for it. As Sir CLAUDE MACDONALD observed, "There "is no necessity for the insertion of the word 'small? The size of the steamers 'may safely be left to be decided by the necessities of navigation for the requirements of trade." We can only repeat his

tatement with regard to the expression " not 'of a sea-going type" and wonder which member of the Legation it was that allowed so important a restriction to escape his notice when translating the Chinese text of the Regulations into English?

No one can read through the pages of this last published Blue Book without see must have taxed the resources and energies toms. These, as we have pointed out in our previous articles, are the important no enquiries into alleged losses of such not satisfactory. We again repeat that will not be attended to. payable on cargo shipped in steamers and or in native boats must be published in full by the Chinese Government and means must be taken to ensure that they are levied on all alike. Why! the 83 on the 14th, and the minimum 59.2, on the

very point which Sir CLAUDE MACDONALD 7th. The mean for the whole month was 69.9. in the case of the Yangteze allows for the safeguarding of the lekin revenue, viz., that inland waters steamers shall only tow on that river when specially authorized to do so by the Customs, is being made use of shares, China Sugars. Hotels, and Charbonnages man calling out. He picked up the light of the by the lekin authorities on the West River to defeat the end-he had in view. The lekin officials of Kwangtung, finding that thin Laughorne on Saturday in the semi-final crossing their bow by seeing her light cross. revenue would surely be diverted from their for the championsh in the Cricket Club Lawn He could not make out the hull of the junk or pockets to the Imperial exchequer unless Mr. Pinckney, who won three setts (6-2, 6-2, cause the signalman spoke very sharply. When they devised some means whereby the quick-q 6-2) to Captain Langhorne's one (6-4). made the basis of a representation to Sir ness of steam carriage could be combined CLAUDE MACDONALD. Mr. BRODRICK with the payment to them of duty of a dust-cart was fined \$5, or 14 days, for they could avoid the obstruction. The Captain tunity was lost for a great battle. The advance was doubtless correct in his reply to Mr. on cargo carried, have arrived at that end ABCROPT, but we regret that so misleading by means of the very vessels which our an answer should have been allowed to pass Minister was careful to state, as an amend. he saw a large amount of water flowing from a

tion referred to is not contained in the Re- should be authorized to tow by the Customs, i defendant and one or two coolins were throwing gulations as published in the Blue Book, These authorized steamers take in tow notive the Chinese Government for the working of and by this means ensure that the cargo allowed to run into the side channel. tions were implied and understood as the to those whose interest it is not to publish reserve in Hongkong, during the month ended one o'clock a small dim light appeared about 20

pass tsoli might have taught lim that, if he by the Chinese Government. Mr. BRENAN

was unaware of it from other sources, the other day, in his reply to the Changhal

The inct is we have had about enough of

Office cannot undertake either to affix stamps to correspondence or to see that servious purchase or affix the proper amounts; nor can they undertake to find articles intended for registry which have been posted as ordinary correspondence without asking for a receipt at the time. It is added that "servants to whom correspondence for registration is outrusted 'should be told to ask (orally) for a receipt, and not to give up the article until "they have made it understood that one is " required. Nothing else will do. Messages of view, but the great, and to the bulk of "in chit-books or on pieces of paper gener. ing 120 of them. The survivors have returned people, important fact remains, that no "ally escape attention until it is too late to "attend to them." But would it not be possible, by some small addition to the staff willing enough to give the carriage of it to of the Post Office, to arrange a system by steamers if they can obtain any assurance which it might be possible to comas to what they will have to pay in the way municate with the Post Office by writing? of duties provided they do so. The as- Under the present Postmaster-General there surance is forthcoming quickly enough is an evident desire to place the department as regards the duty payable to the I. M. on a satisfactory footing and to meet the against Federation. Customs, but when in addition to that public convenience, and we would suggest the merchant is told that his goods will to Captain HASTINGS that this question of be subjected to lekin before shipment and the attention to be given to written comafter discharge it is not to be wondered imunications might with advantage receiv at that he declines to avail himself of the reconsideration. The matter is not one that very much affects commercial firms, who W may remark in passing that the usually have properly trained messengers to passenger stations" at which vessels may send to the Post Office, but for private published by the Chinese Customs do not a note to the Post Office with any certainty agree. "Tungchow," or, as it is sometimes of having it attended to. A public department, we take it, should be adapted as far as possible to local conditions, and in Hongkong the conditions are such

as to render it necessary to send in writing many messages that in a European country would be delivered orally. The average coolie does not understand English sufficiently, well to be able to deliver a message in that language by word of mouth, and, consequently the message has to be written. Nor is it an easy matter to make a chair coolie understand that he is not to give up a letter intended for registration until he has obtained a receipt for the same, se those who have tried the experiment know to their cost. The coolie, with his or stars. The sea was smooth. He first knew limited intelligence, cannot conceive of any

higher form of receipt than the Post Office "chop" on his chit-book or chit-paper, and the order to port and immediately afterwards with that he will return to his employer with a happy consciousness of duty faith allow of the first order being carried out. fully performed, no matter what detailed He gave the second order so that they lets. A raft was hastily constructed and instructions, may have been given as to getting a receipt in proper form. The consequence is that letters for registration and so marked are posted as ordinary correspondence, the only re-

ceipt the sender obtains being the Post costitute a direct uncentive to theft. are told in one paragraph of the Postal

Guide that the Post Office declines all responsibility for unregistered letters containing bank notes or jewellery and where registration has been neglected will make letters, and at the same time we are also

A new serial by Iza Dulius Hardy, cutified MacGilleroy's Millions," will be communication the Daily Press of Saturday next

The maximum temperature last month was The rainfall amounted to 3.14 inches.

Mr. Erich Georg, in his Weekly Share List first, calling out that therewas a light on a slow retreat. A single officer, General Luna, dated 6th May, says :- A very fair business has the starboard bow. Witnes was at this time mounted on a black charger, dashed up and down been transacted during the week under review, just crossing from the port side to the the lines, apparently exhorting his men to return and several stocks, notably Bank shares, Dook starboard-that was in consequence of the signal- to the fray, and finally they did turn and came

fountain into the side channel. There was a large number of people round the fountain, and bucketfuls of water on a dust cart. The tan of the fountain was running freely, and when there were no buckets under the tap the water was

respective Banks, are published:-

Average Specie in Amount. Chartered Bank of India, Australia and China ... \$2,705,374 \$1,500,000 Hourkong and Shanghai Banking Corporation 6,864,500 4,500,000-

Total \$10,016,766, \$6,150,000

8007 NEWSPAPERS RECOMMEND. MACNIVEN & CAMERON'S PENS THE WAVERLEY PEN, for Easy Writing, THE FLYING SCOTCHMAN PEN, instead of a Quilt. The Faring J writes 200 words per dip." WAYERLAY WORKS EDDIEFROM

publications for April. In Cassel's Magazine wheat over three spokes did not affect the several Chinese. She lay immediately under the here is an article on " Notable Englishmen in course of the vessel. Before the collision Charleston's whale boat, in which were an foreign employ," which includes brief notices | occurred, she could only have payed off a few ordinary seaman and a couple of apprentices, with portraits of Sir Robert Hart and Sir degrees. The engines were immediately reversed, who were clearing out the boat and Halliday Mucartney. It may be remembered In answer to Mr. Slade witness said the getting her ready for the race in the that some time ago a correspondence took place wheel was only half way over to starboard when afternoon. One of the apprentices acciin our columns Concerning the intionality of Sir the pollision occurred. Halliday Macartney, the point at issue being H. J. Chaffe, artificer in charge of the engine boat was released from the dayle and fell and Straits, left Singapore for this port on whether he was a Scotchman or an Irishman. If the contributor to Cassell's may be accepted telegraph from the bridge signalling "stop, full the dock house to splinters. Mr. Meyers was as an authority, honours must be considered | speed astern " and then " aton." divided, Sir Halliday being spoken of as "another British servant in the Irish personality awakened about half-past one d'olook on the hurt, one of them, who has since died, having 11th inst. of Sir Halliday Macartney," while further on night of the collision. On coming up the his back broken. Others of the launch's prew we are told that "He is the son of a hatchway he looked over the starboard side and were slightly injured, as also were those in the Scotohman of Dundrennan and of an Irish lady." saw the wreck of a junk bottom upwards float- whale boat. The Charleston's surgion was Concerning his claims to distinction we are ing past. He hailed the bridge not to start the promptly in attendance, and having seen to ness and remarkable foresight prevented that He gave orders for the rescue of the crow of | Pedder's Wharf, whence they where conveyed slow-moving monarch, the Chinese Emperor, the capsized junk. He was of opinion the junk | in ambulances to the Hospital. from rushing into disastrous escapades with must have gone under when struck, and then kidnapping of Sun Yat-sen in London? Was that a disastrous escapade? In the Quiver (the Easter number) there man interesting and timely

REUTER'S TELEGRAMS. (SUPPLIED TO THE "DAILY PRESS."

laneous articles.

LONDON, 4th May. FRANCE AND SIAM. The New York Herald now states that the news concerning the cession of Luang Prabang to France is denied, but that negotiations' to settle pending difficulties are proceeding in Paris and M. Doumer has been instructed to push matters.

THE SOUDAN. \ Ibrahim Ali, Lord Kitchener's envoy to the Sultan of Darfur, found on his arrival that the latter had been dethrened. The Usurper routed Ibrahim Ali's escort of 150 mon, kill-

THE COTTON CRISIS. The Cotton crisis has ended by the m accepting an advance of 24 instead of the per cent. demanded. London, 5th May.

AUSTRALIAN FEDERATION. The Federal Referendum in South Australia shows 65.000 voters in favour of and 17.000 GREAT BRITAIN AND THE TRANS

It is believed that the question of the Dynamite monopoly in the Transvaal is becoming acute on account of Mr. Chamberlain viewing it as breach of the London Convention.

A Petition, purporting to be signed by 9,000 Uitlanders, has been presented to the President denying the grievances recited in the British Petition to the Queen.

> SUPREME COURT. 6th April.

IN Admiralty Jurisdiction.

Before His Hon. W. M. Goodhan (Act-- ING CHIEF JUSTICE), WITH COMMAN-DER W. C. H. HASTINGS, R.N. (RE-TIRED) AS ASSESSOR.

eclaim against a british war-ship. Wong Tat Chey, owner of a Kwong Loong Tai junk, brought an action against Captain G. A. Callaghan, R.N., H.M.S. Hermione, to lists of both sides was not very great. recover \$8,000 for damages sustained by colli-

Mr. Slade (instructed by Messrs, Johnson, Stokes and Master, appeared for plaintiff and Mr. Robinson (instructed by Mr. Dennys), for Lieutenant Davidson, officer of the watch on the Hermione, said the evening of the sixth of of the proximity of the junk when he saw a small light 30 or 40 feet on the starboard bow -about a point, or was then a point. He gave gave the order hard-a-starboard. Between the orders there was not sufficient interval to would not run bows on. When he first saw Colonel Funston with eight men boarded the light there was no possibility by any manœuvring to avoid touching the junk. Fol- the rope. From every evailable point lowing the order he called out "Stop, full speed the enemy poured in a galling fire, rapidly astern both engines," and this order was executed, but it practically had no effect on the American artillery, which fire was concentrated Hermione prior to the collision. The direction of the junk's course at the time was south easterly. The effect of the impact on the junk

was that the latter turned over and then she bank and over the trenches, quickly routing the passed to the starboard of the Hermione. The flash light was turned on and every effort made | moments they were on the retreat and General to save the lives of those on the junk. The Wheaten ordered the Montana Regiment to then went on to Hongkong. Not more than on the railroad track. The bullets of the reton seconds clapsed between his sighting the treating enemy struck the bridge in a hundred innk and the impact. Prior to that ton seconds the junk had not shown any light at all, During the interval of ten seconds the junk showed a very small light a kind of head light, placed on the deck. He had heard-it-We stated by witnesses on the other side that the an-hour they were driven out of these and the junk carried a stern light seven feet above lock, and over 20 feet above the water, but this was not true. The distance from the fore bridge of the Hermione to the stem was about 60 feet, and the point of impact was about ten fact from the stem. He could say positively that the Hermione did not strike the junk stem on. He told Mr. Little to tell the Captain, and witness himself rang the electric bell which communicated with the captain's sleeping cabin. About half a mile off he saw the lights of two junks. During the previous half-hour the Hermione passed other junks, some showing lights and others only showing lights as she passed them. Everybody was on the bridge at

the time carrying out their duty under his In answer to Mr. Slade witness said that during his watch he had not had occasion to after his course, though during the previous half-hour he had passed other junks. He had been pretty close to some of the junks and had

junk himself at once on getting to starboard. He saw the light moving, and gave the order The match between Mr. Pinckney and Cap- to nort because he judged that the junk was Tennis Tournament esuited in a victory for her sails. He did not take out his glasses behe first saw the light he realised that it was quite close, but it did not strike him to go full and continued on, over into the brush about wasting water. Mr. J. McGregor Forbes said of the Hermione held an onquiry. He could not that at about seven o'clock on Saturday morn- understand why in his report to the Vice-Ad-

> ship struck the junk and passed over her." C. J. O. Little, midshipman on the Hermions. said he heard the signalman call out that there was a junk on the starboard bow. Mr. Davidson called upon him to go for the Captain. He saw the junk about 20 or 30 yards off. There was a dim light on her deck. "A signalman gayo evidence.

N. J. Bolkin, a bluejacket on the Hermions The following returns of the average amount said he was keeping the starboard watch be of Bank notes in circulation and of specio in tween one and two o'clock. About half-past 30th April, as certified by the managers of the yards away on the starboard bow. Witness reported the light almost simultanously with the signalman. - He did not see the junk until she came into collision. In pross-examination, witness said the Her-

mione did not pass over the junk. A. E. Reiner, bluejzoket, who was on the port lookout, said he observed a low light on the on that junk.

port," immediately followed by "hard-s-star-morning. At about half-past nine the steam. Mail stock would indicate that something of board." from Mr. Davidson. In obedience to launch Connic was lying alongside the Charles. more than ordinary importance is pending in the first order he turned the wheel three spokes, ton, the companies of the jaunch heing Mr. the company's affairs.

We have to abknowledge receipt of Cassella, when he got the second order. Putting the Meyers, agent for Patet Beer Company, and

Captain Collaghan spoke to having been and two of the Chinese crew were also badly morning, and is expected to arrive here on the

Judgmont was reserved.

ffairs in the philippines. article on the Contenary of the Church Missionary Society. Both magazines have their THE AMERICANS MEET THE MAIN usual excellent supply of flotion and of miscel-FORCE OF THE INSURGENT ARMY.

> RIO GRANDE AND ITS CONSEQUENCES.

THE FORCING OF THE IMPASSIBLE

HEROIC DEEDS OF THE KANS. AS REGIMENT.

FROM OUR CORRESPONDENT.

Calumpit, 29th April. The last few days have been characterized by the most vigorous and effective fighting of the campaign. The famous Rio Grande has been crossed in the face of all opposition and the backhone of the insurgent army is apparently broken. It was at this same river that Spaniards fought so hard and lost so many men in obtaining control over the Filipinos in

the last insurrection.

On Tuesday night General McArthur's troops reached the outskirts of the town of Calumpit, about thirty miles north of Manila. The railroad bridge was destroyed by the retreating natives who dropped a 50 foot steel span into the river, but the army's progress was only temporarily checked, as the artillery, baggage train, and ambulances were dragged through the river Bagbag and landed with small loss on the opposite side, about a mile from the centre of Calumpit. For a day and a half the two armies hammered away at each other until finally the insurgents escaped across the Rio Grande and made a stand in their trenches on the north bank. The river is one of the largest in Luzon, far too deep and broad for a large force to cross without boats. The bridge was not seriously damaged, although the flooring, rails, and many of the ateel girders were removed, making mpossible to pass except one by one holding on to the side guards. The trenches were strongest and most skilfully constructed of all that have been encountered. For three miles the north bank was protested with earthworks 15 feet thick at the base ranging to six and eight feet at the creet. It was evident that the enemy intended to make a stand such as never had been attempted before. They were using a small bross muzzle loading cannon that was fired with great regularity but little effect. addition to their infantry, which was protected from the American schrapnel by a long line of bombproof loopholed trenches. For sixteen hours the Insurgents stuck to these trenches

and fought like demons, while the Americans lay in the brush and long grass on the edge of the opposite bank scarcely 250 yards distant. It is little short of miraculous that the mortality COLONEL FUNSTON'S AND KANSAS TROOPS HEROIC WORK.

Finally, about ten o'clock on Thursday morning, two privates of the Kansas Regiment stripped off their clothes and swam toward the insurgent bank, carrying a rope as they went, Both dived low and remained under water for some moments coming up to breathe about fty feet from the American side. They wer inder the direct fire of the enemy and bullets rained on all sides of them until they had more han passed the centre of the river, where the neight of the enemy's works prevented them from firing directly down. As the men reached the bank a great cheer went up, and quickly making the rope fast they lay down flat at the water's edge shielded from the flying bul and began to guide themselves across by decreasing, however, under the shelling of the just a little above the intended landing point. Two companies were ferried across on the raft and then the gallant Colonel charged up the enemy and obtaining a flank fire. In a few places, but fortunately only two men were wounded in crossing. As soon as the men were safely over the battle was renewed, the Insurcents having made a stand from reserve trenches about 1.000 yards beyond the bridge. In half. nosition was practically won, with a brass cannon and several rifles to boot. As the fight had been going on for several hours, the order was

given to cease firing, and the men lanched on what scanty rations they carried in their haver-After weiting about half-an-hour, a long line of men were observed coming from the direction of Macabebe and as they drew nearer two regular skirmish lines could be distinguished, firing line and reserves. The approach was so orderly that for twenty minutes the troops held fire not knowing whether by some change a regiment had been sent around to carry out a flank move mont. When the newcomers were within 2.000

vards their white straw hats were seen and then t was known that the main Insurgent army was on the plain ready to give battle. A heav fire was immediately opened, though the artil lery was still on the other side of the river. having been unable to cross. At the first volley the enemy dropped like a single man and began a return fire which lasted for some thought the signalman ploked out the junk thirty minutes; then the long line commenced back on the run, fully 2,000 of them. This time they came on the double time to within 1.800 vards and then they dropped again and opened fire which was vigoroulsy returned by the waiting Americans. A small party of three companies of the Kansas regiment swung round flank fire that noticeably worried the Filipines and again they retreated, still in perfect order guard of General Wheaton's brigade pressed up as far as Apalit, some two miles along the ing he was coming from the Racecourse, when miral the Captain used the words, "But the railroad, and succeeded in routing the natives before they had set fire to much of the town. A heavy thunder and rain storm put a stop to the day's operations and the troops went

into camp in the open fields. GENERAL MCARTHUR'S OPINION. Major General McArthur says that the forcing of the Rio Grande, which is an impassible river defended by a very strong force, heavily intronched, was a remarkable military event. The battle of the Rio Grande marks a definite period of the war and it is the concensus of opinion that its result will greatly tond toward the demoralization of the Luxurgent army.

FATAL ACCIDENT IN THE HARBOUR.

dentally touching the lever with his foot the room at the time of the collision, spoke to the heavily upon the launch, smashing the top of Saturday morning.

told that " many a time has his diplomatic firm engines for four that the screw might be fouled. the injured the Connie returned with them to We regret to say that Mr. Meyers died at. about balf-past seven yesterday morning. He was buried in the afternoon in Happy Valley. wreathes being sent from the Churleston. Much sympathy is felt for his widow, who was stay. where she is due to arrive at 3 p.m., to-day. ing with him in the colony, in her sudden

THE PLAGUE.

On Saturday an engineer, named James Molhues, on board Mossrs. Marty's steamer Haiting was found to be suffering from plague and was removed to the hospital at Kennedy town a Chinaman similarly afflicted Ibeing removed from the same ship. At the Magistracy on Saturday Mr. T. Sercombe Smith had before him a Chinese doctor named Mong Mok Shang, who lives at 6th April, Port Darwin 18th, and Manila 4th being that of a Chineso lady who died at 63. he had been in the Colony, and as to what the Hongkong for Sydney. disease was his patient was suffering from. In answer to a series of questions, he said the cause of death was due to heat and then excessive

heat. "Was it plague?" asked the Magistrate.
"You might call-it-plague," replied the medico.
—His Worship:—Is it the same thing that lots of people have been dying of in Tungkan !-Detendant :- Yes. He added that he did know the law, whereupon His Worship told him that he should not practise until he did. His duty as a doctor was to report a case of plague as soon as it came under his notice. A fine of \$10, or seven days, was imposed.

ENGINEERS AND EXECUTIVE

RANK IN THE NAVY. The question of giving Engineers in the agitated in the British Navy, has been satis factorily settled in connection with the United States Navy. An Act of Congress, approved 3rd March, 1899, " To reorganise and increase the efficiency of the personnel of the Navy and the first section "That the officers constituting shall be commissioned accordingly." Section 2 Current Rates. provides that engineer officers holding the relative rank of captain, commander, and lieutenant-commander shall take rank in the line of the Navy according to the dates at which they attained such relative rank. Section 4 provides that engineer officers transferred to the line who are below the rank of commander, and extending down to, but not including, the first engineer who entered man, shall perform sea or shore duty, such at Current Ratus. as ris performed by engineers in the Navy, provided that any officer described in this section may, upon his own application, made within six months after the passage of this act, be assigned to the general duties of the line, if he pass the examination now provided by law as preliminary to promotion to the grade he then holds, failure to pass not to displace such officer. from the list of officers for sea or shore duty such as is performed by engineers in the Navy.

TASMANIAN CAVERNS. Probably few of our colonies are so little known as Tasmania, the Garden of the Southern Seas, and vet none possess greater scenic attractions, for have so pleasant a climate or can compete in the hospitality of its people. In the Chadleigh district, reached from Laurecester to Deloraine on the Ulverstone line (a branch line. I believe, now runs to Chudleigh direct)thence a delightful and picturesque drive of a couple of hours, are situated what are known as the Wet and Dry Caves. The former are a marvellous series of natural excavations extending for unknown distances through the bowels of the Great Western Range Mountains. In order to explore them with security, owing to the numerous furnings and twistings and the similarity which they they bear one to the other it is wise to procure | AGENTS for the above Company, are prepared the services of a local guide, who will provide to ACCEPT RISKS against FIRE at Current ropes, poles, etc., a change of apparel being Rates. then all that is necessary to take on one's own part. The drive to these caves is through scenery truly tropical, the air being redolent with the perfume of the vellow wattle bloom, blended with the fragance of a thousand wild flowers hidden neath the shadow of the entalypti, the lofty gum (blue), and resplendent waratah. Although the waters which flow along the floors of these caverns soldom exceed a depth of from one to two feet, care is required to avoid the occasional deep holes which are known to exist. some of which have been proved to be unfathemable. Nothing more beautiful can be conceived than the marvellous stalactitic and stalagmitic formations. The scene is still further enhanced owing to the care which is expended on their preservation, which enables one to behold them in all their orystalline and pristine boanty. the eye is pleased; the eaf is none the less charmed by the music of the waters the stillness of those mighty depths, and the rhythnical cadences which float forth from the organ-shaped stalactic-columns when struck, like the sound of some far off. chime. If in their ordinary state these coverns all forth the wonder and admiration of the beholder one may conceive their ineffable grandeur when illumined by the intermittent Bashes of multitudinous coloured fires.

The Dry Caves, which are in the same distriot, but lying in a more north-westerly direction, are approached through a veritable virgin gum forest, which, on the occasion of the writer's visit, caught fire. Although the scene was wierdly grand and mighty; the flames creeping inch by inch, foot by foot, up and round the spectral gum trees, the dying monarchs of the primeval forest crackling and hissing as the relantless demon more tightly and closely gripped its prey, its close vicinity rendered the incident somewhat alarming as these fires once started rage for weeks at a time. Situated at the base of a hill, their entrance hidden by a beautiful minature world of stately tree-forn, the smallest of which stands not less than 6 feet high, are the Dry Caves. They are of mo great longth no in any part of any considerable height, being but an immonse cleft or crevice in the side of a hill of black limestone formation, caused by volcanic oruption. The stalactites and stalagmites, although interesting to the goologist in their primitive and original natural formation, owing to their having been wantonly destroyed on masse possess very little now to interest or instruct. The Fern Gully, through which it is necessary to pass to reach them, fully compensates, however, for any disappointment in themselves. The trunks of these tree ferns are covered by a lovely order. of maiden hair fern possessing a satin-like leaf delightful to the touch, whilst at their feet grow in profusion the bracken or rook forn, and through all flows the gentle murmuring of a Tennysoniau brook.

PACIFIC MAIL STOCK BUOYANT. INDICATION OF IMPORTANT DEVELOPMENTS IN THE COMPANY'S AFFAIRS."

New York, 3rd April.

Pacific Mail was conspicuously buoyant today, getting up from 491 to 53, and although suffering in general reaction in the last hour It retained between two and three points of its gain to the close. Inside interests were oredited with the heaviest buying of the stock, and in quarters where Pacific Mail infor-The U. S. cruiser Charleston, which returns attributed to knowlege of important deto Manila from Hongkong to day, celebrated velopments. It was intimated that people starboard. That was the only light he observed the first anniversary of her commission, on lidentified with one of the great Eastern steam. on that junk.

In cross-examination witness said when the the afternoon and a masquerade ball taking Navigation Company—have frecently acquired junk was struck, she swept past the starboard place at night, the band of the Royal Welch large boldings of Pacific Mail Stock, and are side of the Hermione. Fasiliers supplying the music. negotiating for practical control of the pro-M. O'Conner, quartermaster on duty at the It had been arranged to have boat races as perty. It was impossible to confirm this rumor, time of the collision raid the first time he was well, but they were abandoned in consequence but it was given credence in high quarters aware of the presence of a junk was the order of a regrettable accident which occurred in the The character of the recent buying of Pacido

LATEST STEAMER MOVEMENTS. The A. L. steamer Vindobona, left Singapore for this nort on Saturday, the 6th instant, The C. P. R. steamer, Empress of India, left. Yokohama for Vancouver on Friday, p.m., the

The steamer Indrapura, from New York

The N. Y. K. steamer Milke Maru (Bombay) seriously injured about the head and internally | Line) left Singapore for this port on Saturday and Liverpool left Singapore for this port ou

> 5th inst., p.m., and may be expected here on or The P. & O. steamer Chusan, with the out. ward English mail, left Singapore at 1 p.m. oh Saturday, and may be expected to arrive here at 8 a.m. on Thursday, the 11th just. . The C. P. R. steamor Empress of Japan arrived at Shanghai at 9 p.m., on Friday, and left at 6.30 a.m. on Saturday for Hongkong,

> > SHIPPING REPORTS.

The British steamer Sishan, from Saigen 2nd May, had light variable winds and fine weather. The Chinese steamer Kwanglee, from Shanghai 3rd May, had light winds and calms through out, with fine weather. The British steamer Samedon, from Shanghai 3rd May, had light variable winds and calma

with dull cloudy weather from part to port. The British steamer Chingtu, from Sydney No. 53, Queen's Road West, on the charge of May, experienced moderate northerly winds and neglecting to report a case of plague, the case line weather throughout the voyage. April 7th. spoke str. Taiyuan, in lat. 31.09 S., long. 153.5 E., Third Street. Defendant tried to evade the from Hongkong for Sydney. April 24th, spoke Magistrate's questions with regard to the time str. Tsinan, in lat. 8.0 N., long. 121.51 E., from

VESSELS PASSED ANJER. April 17, Norwegian bark Noach VI., Dykesten from Samarang for Port Natal. April 17. Dutch str. Ardjoeno, Le Clercq. March 11, from Rotterdam for Batavia. April 21, Dutch str. Koning Willem I., Brujns, March 18, from Amsterdam for Butavia. April 22, British str. Duke of Norfolk, Jencins, April 22, from Batavia for London. April 24. Swedish bark Medea, Andersen, Feb. 16, from Majunga for Samarang-

INSURANCES.

NORTH BRITISH AND MERCAN-TILE INSURANCE COMPANY. Navy Executive rank, which has been long TOTAL FUNDS AT 31st DECEMBER, 1897,

AUTHORISED CAPITAL £3.000.000 £ 8. d SUBSCRIBED CAPITAL 2,750,000 The Undersigned having been, appointed the Engineer Corps of the Navy be, and are AGENTS for the above Company are prehereby, transferred to the line of the Navy, and pared to ACCEPT RISKS against FIRE at

SHEWAN, TOMES & CO., Hongkoog, 23rd June, 1898.

AACHEN AND MUNICH FIRE INSUR ANCE CO. OF AIX-LA-CHAPELLE.

FIHE Undersigned, having been appointed AGENTS for the above Company, are the Naval Academy as cadet midship prepared to ACCEPT RISKS against FIRE REUTER, BRÖCKELMANN & CO.

> Hongkong, 21st April, 1897. 🗃 UN INSURANCE OFFICE, LONDON **FOUNDED 1710.** The Undersigned, having been appointed

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current SIEMSSEN & CO.

Hongkong, 16th May, 1892 TORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are Prepared to Accept First Class Foreign and Chinese Risks at Current

Hongkong, 29th May, 1895. *IRANSATLANTICFIREINSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed

Hongkong, 16th November, 1872 THENIX FIRE OFFICE. The Undersigned are now prepared to

GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LAPRAIK & CO., Agents for the Phonix Fire Office. Hongkong 17th August, 1887.

PANY OF HAMBURG. FIHE Undersigned AGENTS for above Foreign and Chinese RISKS against F1818 Current Rates.

ANSEATIC FIRE INSURANCE COM-

EAST ASIATIC TRADING CO. Hongkong, 1st January, 1899. COTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE form of INSURANCE. A yearly premium of £28 2s; (age 30 secures the following:-

£2,000 in case of death by accident. £1,000 in case of natural death. £1,000 in case of permanent total disablenent **by acc**ident. $\pm £500$ in case of partial total disablement $\,$ by

Accidents insured against for £4 and £2 payments in case of injury.)

For further Earticulars apply to Hongkong, 8th June, 1896

VICTORIA LITHOGRAPHIC WORKS Kennedy Town, Hongkong THIS Establishment is now OPENED with full plant of New Machinery, &c., and is prepared to receive Order for plans, Views. lirenlars, or any other class of Work.

Orders will be received at the Office No. 43, Wyndham Street, Care of Messrs. ARRATOON V. APCAR & Co. Hong kong, 24th November, 1898. DEALERS IN

AMERICAN, ITALIAN, & CHINA MAR-BLE MONUMENTS, TABLETS, &c., CHINA and ABERDEEN (Scotland) PO. LISHED GRANITE MONUMENTS: NUMEROUS COLOURED ABEEDEEN (Scotland) POLISHED GRANITE SAMPLES ON

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This World-renowned. Fine OLD HIGHLAND WHISKY is shipped by -CUTLER. PALMER & Co., and is - obtainable in Hongkong of G. C. ANDERSON.

No. 13, Praya Central Hongkong, 26th July, 1897.

FOWLS, &c., &c., &c.

The Booksellers or Daily Press Office.

Hougkong, 27th Jaguare, 1891,

QUALITY EXCELLENT. PRICES MODERATE.

No. 144. Queen's Boad West, Hongkong.

Hongkong, 2nd Amonet 1898,

SOLD AGENTS FOR CHINA.

Hongkong, 11th Anvil. 1898.

HOLLIDAY: WISE & COI

ROOMS, with Board.

-Hongkong, 1st January 11992

Apply to Mrs. MATHER

CHANTREY INCHBALD,

Hongkong, 1st January, 1809,

Standard Oll Co.

THE ENGLISH MAIL

VESSELS ON THE BERTH.		222
NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE. (FREIGHT SERVICE). (EAST ASIATIC SHEVICE).	LONDON VIA SUEZ CANAL Glanons	6 1 9)
TIBBON, OPORTO, LONDON,	LONDON VIA STRAITS, &c. Coromandel BREMEN VIA PORTS OF CALL Preussen HAVRE & HAMBURG Reidelberg	
LIVERPOOL, GLASGOW, TRIBSTE, GENDA, PORTS IN THE MALE AND PORTS). and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).	HAVRE & HAMBURG HAVRE & HAMBURG MARSEILLES VIA BOMBAY &C. Silazio TRIESTE V. STRAITS, HOMBAY, &c. M. Bicquell VANCOUVER, V. SHANGHAL, &C	eu
SUBJECT TO ALTERATION. BATLING DATES, DESTINATION. (About 25th Freight and	VICTORIA, B.C., & TACOMA Tacoma Tacoma Leggox Leggox Leggox Leggox Leggox Dofic C. of Riode J	4 a 61
Capt. Schüder	SAN BRANCISCO VIA JAPAN Nippon Mara SAN FRANCISCO & SEN DIEGO Thyra NEW YORK VIA SUBZ CANAL Undaunted	ru Çet
Capt. Christiansen (London with transhipment in Hamburg) { Juns. } Passage. 8.5. D. RICKMERS NEW YORK	NEW YORK VIA SUFT CANAL Vorligora NEW YORK VIA SUEZ CANAL D. Rickman VLADIVOSTOCK VIA S'HAI, &c., Sagami Man Y'HAMA VIA NAGASARI & KOBB Robilla	e ru
These steamers have superior accommodation for Passengers and carry a Doctor and a stewardess. Calling at Naples for massengers only, if sufficient inducement offers.	ROBE & YOKOHAMA Mike Maru KOBE DIRECT Konoura Mc WEIHAIWEI & TIENTSIN Kweiyang S'HAI N'SARI, KOBE & Y'HAMA Laos	i GP
For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGRNTS. 13 Hongkong, 27th April, 1899.	SHANGHAI, & KOBE	arı
CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.	AMOY & TAMSUI Pronto SWATOW, AMOY & TAIWANFOO Nanyang SWATOW AMOY & FOOCHOW Theles SWATOW Hailong	
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.	SYDNEY, MELBOURNE, &c Changsha. BOMBAY v. SINGAPORE & COL'BO Yamaguchi STRAITS & CALCUTTA Cathesino A	M
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. SAFETY. SPEED: PUNCTUALITY.	VESSELS ON THE BERTH. AUSTRIAN-LLOYD'S STEAM NAVI-	1
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots PROPOSED SAILINGS FROM HONGKONG.	GATION COMPANY. STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME,	
(SUBJECT TO ALTERATION.) EMPRESS OF JAPANComdr. G. A. Los, B.N.RWEDNESDAY, 17th May, 1899 EMPRESS OF CHINAComdr. R. Archibald, B.N.RWEDNESDAY, 7th June, 1899	AND TRIESTE. (Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK	Ca por
THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN-	PORTS.) THE Company's Steamship "MAROUIS BACOTIEHEN."	LIC
COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent TROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close TROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.	Captain C. Androvich, will be despatched as above TO-DAY, the 8th inst., P.M. Silk and Valuables will be transhipped on	
tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.	sander, Wiftler & CO., Agents.	Ca
Japan Governments. The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS	COMPAGNIE DES MESSAGERIES MARITIMES.	011
TRAINS (the Company having received the highest award for sails at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. The DIVING CARS and MOUNTAIN HOTELS of this route are owned and operated	PAQUEBOTS POSTE FRANCAIS. FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.	
by the Company, and their appointments and Cuisine are unexcelled. For further information. Maps. Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.	THE Company's Steamship "LAOS," Captain Flandin, will be despatched for the	
Hongkong, 27th April 1899. PENINSULAR & ORIENTAL	above ports on or about MONDAY, the 8th inst. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 4th May, 1899.	.1
STEAM NAVIGATION COMPANY.	FOR NEWCHWANG DIRECT. THE Steamship	
FIGURAL CHUSAN	"BUCEPHALUS," Captain Robinson, will be despatched for the above port TO-MORROW, the 9th inst., at DAYLIGHT. For Prescript or Passage stroly to	T.
E. Street	Hongkong, 4th May, 1899. 1255	S.
LONDON, &c	AND CALCUTTA.	8. 8.
GASAKI & KOBE (S. de B. Lockver, R.N.R.) May Inguirough the Initial Sea)	"CATHERINE APCAR," Captain J. G. Olifent, will be despatched for the above ports TOMORROW, the 9th inst., at 1 P.M.	3. []
For Further Particulars, apply to	For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents. Hongkong, 3rd May, 1899.	S. Y M
H. A. RITCHIE, Superintendent. Hongkong, 6th May, 1999.	FOR NEW YORK VIA SUEZ CANAL. THE Steamship	in th
NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).	will be despatched for the above perts about the 10th May. For Freight, apply to	AV
PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.	Accorde	se C
STEAMERS. DESTINATIONS. SAILING DATES.	TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU. PROPOSED SAILINGS FROM HONGKONG.	
J. Nagao	Nippon Maru (via) Shanghai, Nagasaki, Saturday, May 20, Kobe, Inland Sea, Yo- kohama, and Honolulu)	ō
MYTHE MARU	AMERICA MARU (via) Shanghai, Nagasaki; (Tursday, June 13, Kobe, Inland Sea, Yo- (1899, at Noon.	T.
YAMAGUCHI MARU BOMBAY VIA SINGAPORE and TUESDAY, 16th May, at COLOMBO	will-be despatched for SAN FRANCIS- CO, VIA SHANGHAI, NAGASAKI KOBE,	A.
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the Pnited States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.	INLAND SEA, YOKOHAMA, and HONO- LULU, Jon SATURDAY, the 20th May, 1899, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.	
Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central. A. S. MIHARA,		D
Hongkong, 1st May. 1899.	their journey at any point on rouls. Through Passago Tickets granted to England, France, and Germany by all trans-Atlantic	e
NORTHERN PACIFIC STEAMSHIP CO.	lines of steamers, and to the principal cities of the United States or Canada, Rates may be obtained on application.	a
PROPOSED SAILINGS FROM HONGKONG. VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,	Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERS PACIFIC, CENTRAL PACIFIC,	η
FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH ORTHERN PACIFIC RAILWAY CO. TION CO. TION CO.	Union Pacific Denver and Rio Grande, and Northern Pacific Raylways; also the Canadian Pacific Railway or payment of £4 in addition to the regular tariff rate.	OK H
Bteamer Tons. Captain. Proposed Steamer Tons. Captain. Sailing. TACOMA 2811 A. Dixon May 13 Lainnox 3,677 J. C. Williamson June 3	Passengers holding orders for CVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of	M
GLENOGLE: 3,750 J. McGillivray May 30 Uolumbia 2.976 T. H. Dobson, July 8 Outmera 2,837 J. Truebridge June 17 Monshiee 2,874 W. A. Evans July 22 Victoria 3,502 J. Panton July 4 Lennox 3,677 J.C. Williamson Aug. 19	the Southern Pacific, Central Pacific, Union Pacific Denver and Rio Grande, and other direct connecting Rullways, and from Chicago to destination the choice of direct lines.	山仙
THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.	Particulars of the various routes can be had on application. Special rates (first class only) are granted to	
HONGKONG TO LONDON, £47. Excellent accommodation. First class Table. Doctor and Stewarders carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.	Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European	A N
The Railroad travelling is accord to none on the American Continent; two trans-continents trains daily from Tecoma. Dining Car is attached to trans-continental trains day and night TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route	Through Bills of Lading issued for trans-	100
HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 228.	Havana Tuninga; and Demarats, and to bous.	iz v
TACOMA and PORTLAND to LIVEA and St. MICHARD. HONGKONG TO YELLOWSTONE PARK AND BACK, £65 10s. 0d. This rate covers the occan voyage to Tagoma or Portland and back, Railway from Tagoma return. Fleening and Dining Car accommodation.	Froight will be received on board until 4 P.M. the day previous to sailing. Percel Packages will be received at the Office until 5 P.M. same	
Tacoma or Portland to Livingston and return, and Stage Coach transportation Cinnabar to Mammoth Hot. Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Luke Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the	address in full; value of same is required. Consular Invoices to accompany Cargo des-	C
Park Association Hotels. These tickets will by sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months thus affording ample time for hunting and fishing trips in addition to the tour of the Park	United States should be sent to the Company's	ļτ
The round trip can be made within three months.	The second secon	K.
Rates of Passage to other Points on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to	For further laformation as to . sunge and Freight apply to the Agency of the Company, No. 7, Praya Central.	

Mongkong, 26th April.

VESSELS ON THE BERTH.

	VESSELS	ADVERT	BED AS LO	ADING:		
numpination.	VESSEL'S WAME.	Styd & a.	DAPTAIN.	FOR PREIGHT		TO BE DESPATORED.
LONDON VIA SURF CANAL	Orestes		Pulford	Butterfield & 8	*** - " - Table	On 13th fast,
LONDON VIA SUEZ CANAL	Glanons	A Carrier Control of the Control of	Barwiso	Butterfield & 8		On 23rd inst.
LONDON	Caudia		Hangaton, E.N.R.	P. & O. S. N.		On or about 17th inst.
LONDON VIA STRAITS, &c	Coromandel		Vibert, E.N.B	P. & O. S. M. (On 13th inst, at Noon.
BREMEN VIA PORTS OF CALL	Preussen		Hintss	Melahora & Co		On 24th inst, at 9 A.M.
HAVRE & HAMBURG	Heidelberg		Schuler	Carlowitz & Co		On or about 25th inst.
HAVRE & HAMBURG	Bibiria		Hild brandt	Carlowita & Co		On or about 30th last.
IAVRE & HAMBURG	Konigsberg	Ger. str	Christianson	Carlowita & Co		On or about 15th June.
MARSEILLES VIA BOMBAY &C	B - B - T - 15.77 - 1194 1 11	Fren, str	Negro	Messararies M		On 20th dust.
PRIESTE V. STRAITS, BOMBAY, &c.		Aus, etr	Androvich	Sander, Wieler		To-day. On 17th just, at Noon.
VANCOUVER, V. SHANGHAL, &O	Empress of Japan	Brit. str	L33, B & B	Canalina Pasif		On 13th inst., at Noon.
VICTORIA, B.C., & TACOMA	Tacoma	Brit. str	D 104	Dodwall & Co.,		On 30th June.
PORTLAND, OBEGON, &o	Legger . f.	Brit. str	W. [Aup 101	Do Iwall & Co.,	,	On 11th inst., at Noon.
SAN FRANCISCO VIA S'HAL. &O.	Dorio .,	Brit. str	(#4' #4 #4 t+\$\$+\$\$;181+1	0.408.8.0		On 27th inst., at Noon.
SAN FRANCISCO VIA JAPAN	C. of Rio do Janeiro		149144 494444 49441 49	Р. М. Э. З. Со	. ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	On 20th inst., at Noon.
SAN BRANCISCO YIA JAPAN	Nippon Maru	. Jop. str	15 891464 59 89 51 111	Toyo Kissa K		Qulox despatch.
SAN FRANCISCO	Queen Margaret	Brit. bk	Eraibr	Shewan, Tome	, -, -	On or about 20th inst.
SAN'FRANCISCO & SEN DIEGO	Thyra	Brit. str		Butterfield & 8		On or about 10th inst.
NEW YORK VIA SUBZ CANAL	Undaunted	Brit. str	in in annual and	Shewan, Toma		On or about 27th inst.
NEW YORK TIA SUP? CANAL	Vortigora		Fairweather	Dodwall & Co.		On or about 30th June
NEW YORK VIA SUEZ CARAL	D. Rickmars	Jap. str		Carlowitz & Co		On 11th inst., at 4 P.M.
VLADIVOSTOCK via S'hai, &c.,,	Sagami Mara	Brit. atr	L			On 13th inst, at 4 P.M.
Y'HAMA via Nagasaki & Kobu	Robitla	Jap. etr				On 13th inst., at 44.M.
KOBE & YOKOHAMA	Miike Maru	Brit str	Kawamaro	Nippon Yuseu	T	
KOBN DIRECT	Kononra Mara	. Brit. str	K N. Shum	Dodwall & Co.	Littlitude	On 16th inst
WEIHAIWEI & Tientsin	f Kweiyang	, fren str,	Onterbridge		WIEG MAN	Or or about 8th inst.
S'HAI N'SARI KOBE & Y'HAMA	L1408	Brit, str	Flandin	Messagories M	The Co	On 13th inst
SHANGHAI, & KOBE	Vindobona	., Ans. str.,,	U. Androvica	Dangar, Astero	00 Ue	and the same of th
SHANGHAI	Causau	.l Brit. str	Street	P. & O. S. N.	Kateman	To manuar at Davich
NEWCHWANG DIRECT	Bucephalus		Robinson	DOTAGIL SE CO	, Limitou	To-morrow, at Dayligh On 14th inst., Dayligh
SWATOW, AMON & TANSUI	Maizuru Maru	Brit. str	Nigata		LI TO CO	To morrow 9th inst.
AMOV & TAMSUI	Pronto A	Brit str	Grandt			To morrow 9th inst
SWATOW, AMOY, & TAIWANFOO	Nanyang	. Brit. str	Lohm un		CIL P. CA	On 9th inst., Daylight.
SWATOW, AMOY & FOOCHOW	.i Thales	Brit. str	Moore		THE OF CO	On 9th inst, Dailyligh
SWATOW	Hailong	Brit.str	Kobson		III a Oo	On 14th just., Daylight
MANILA	. Changsha	. Brit. str		Th. 17 49 h % 0.1	Qurino	On 14th inst., Dayligh
SYDNEY: MELBOURNE, &c	. Changsha	Brit. str	Moore	Minnen Vigan	Kaisha	On 16th inst., at Noon
BOMBAY V. SINGAPORE & COL'BO	Yamaguchi Maru	Jap. sta	A 16.6	1 — <u></u>	Trafana :	To-morrow. at 1 P.M.
STRAITS & CALCUTTA	¹ Cathesino Apcar	. Brit. str	Olitout	D. Barroom, o	048 & · · · · · · · ·	710-11011011
		*** OTT * **	e much hon	क्षां । भूग	COUT O	विषय्वय विवास स्था
VESSELS ON THE 3E	RTH. VI	ESSELS U	n the ber	I ff . A T	COURT OF C	N THE BERTH
					PENINSI	LAR AND ORIENTA
AUSTRIAN-LLOYD'S STEAM	NAVI- DOU	GLAS SIEA	Waltib Comby	N 1,	AM NAVI	GATION COMPANY
GATION COMPANY.		TI M	ited.			
GALLON COMMENTAL.		· • • • • • • • • • • • • • • • • • • •	TEC A MECASE A DITT	(선생님) 등원생	8T	EAM FOR
STEAM FOR SINGAPORE, I	ENANG.	OR SMALO	W. AMOY, AND		AITS CE	YLON, AUSTRALIA
COLOMBO, BOMBAY, KAR	ACHI.	, ruo	OHOW. teamship		INDIA.	ADEN, EGYPT
ADEN, SUEZ, PORT SAID, I	FIUME. I THE	Company's S	ieamsaip		は まりょくさいり じょうし	DAMEAN PORTR 🛝
AND TRIESTE.	""" 	and the second of the second o	AT TIGH		PLYM	OVER AND
(Taking Cargo at through rates to So	uth Africa.	тти "ТН	ALES," despatched for the		- 1 T. T.	ONDON.
(Yourith Ourkays (months rance of Oa)	Captain	. Hall. Will be	despatoned for the	DOUGH	**	

ports TO-MORROW, the 9th inst., at DAY LIGHT, instead of as previously advertised. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers

Hongkong, 5th May, 1899. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

· ORESTES, Captain Pulford, will be despatched as above on SATURDAY, the 13th May. For Freight or Passage apply to BUTTERFIELD & SWIRE. Hongkong, 26th April, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY. IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE

RAILEOAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN FRAN-CISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

PAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c. S.S. "THYRA" (About 20t

3,406 Tons \ May. S.S. "BELGIAN KING" (About 3.379 Tons S.S. "CARMARTHENSHIRE"... (About 20th HE Steamship AYRA" will be des-

SAN DIEGO via NAGASAKI, KOBE, YOKOHAMA, and HONOLULU about 20th Through Bills of Lading issued to any point in The United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany Cargo des-

I patched for SAN FRANCISCO and

tined to Points beyond San Diego, should be sent to the Company's Office, addressed to the ... Collector of Customs, San Diego: For further information as to Freight or Passage, apply to : BUTTERFIELD & SWIRE. . Agents, Hongkong, China, and Japan.

Hongkong, 3rd May, 1899. OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY. TAKING CARGO AND PASSENCERS

TO JAPAN, THE UNITED STATES, MELICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND BEA OF JAPAN AND HONOLULU. PROPOSED SAILINGS PROM HONGKONG. Donic (via Shanchai." Nagasaki, Kobe, In THURSDAY, May 11.

land Sea, Yokohama (1899, at NOON. and Bonoluia) COPTIC (via Shanghai, Nagasahi, Kobe, In- (Tuesday, June land Sea, Yokohama 1899, at Noon. and Fanolulu) GAELTO (via Shanghai, Naguaki, Koba, In SATURDAY, July land Sea, Yokohama 1899, at NOON,

and Honolulu) BAL PACIFIC, THE Company's Steamship DORIC RIO GRANDE, | Will be despatched for SAN FILAN. LWAYS; also the CISCO, via SHANGHAI, NAGASAKI. or payment of KOBE, INLAND SEA, YOROHAMA, and HONOLULU on THURSDAY, the 11th May, 1899, at Noon.

Steamers of this line pass through the IN-

the option of LAND SEA OF JAPAN and calls HONO-TRAL PACIFIC, LULU and passengers are allowed to break RIO GRANDE, their journey at any point en route. Through Passenger Tickets granted to Eng-

land, Fraces, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and partionlars of the various Routes may be obtained: upon application. Special rates (first class only) are granted to

Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to saued for trans- Government officials and their families. Passengers who have paid full fare, re-embarking at Sam Francisco for Chins or Japan (or re, and to porte vice versa) within one year, will be allowed dis-

America, by the count of 10 per cent. This allowance does not apply to through fares from China and Japan to All FARCEL PACKAGES should be marked to ntil 5 P.M. same address in full; and same will be received at the ild be marked to Compary's Office until Five F.M. the day pre-

vious to sailing.

Consular Invoices to accompany Cargo deso the Company's United States should be sent to the Company's dressed to the Offices, addressed to the Collector of Customs. San Francisco.

For further information as to Freight or For further information as to Passage and f the Company, Passage apply to the Agency of the Company, Freight, apply to the Agency of the Company, No. 7, Praya Central. J. S. VAN BUREN, Agent

Hongkorg, 17th April, 1899

THROUGH BILLS OF LADING - ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS. THE Steamship

"COROMANDEL. Captain F. W. Vibert, R.N.E., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th MAY at NOON, taking Passengers and Cargo for the above Ports. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Buperintendent. Hongkong, 6th May, 1899. CHINA NAVIGATION COMPANY,

LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE. THE Company's Steamship

"CHANGSHA." Captain Moore, will be despatched on SUN-DAY, the 14th inst. at DAYLIGHT. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the

N.B.—Refurn Tickets issued by this Com- above port on or about the 27th May. pany to and from Australia are available for return by the steamers of the Eastern and Australian B. S. Co. and vice versa. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 3rd May, 1899.

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU. PROPOSED SAILINGS FROM HONGKONG. CITYOF RIODE JANEIRO 1 (v. Shangbai, Nagasaki, SATORDAY, May 27, Kobe, Inland Sea, Yo 1899, at Noon.

kohama and Honolulu). LITY OF PEKING (via Shanghai, Nagasaki, Thunsday, June Kobe, Inland Sex, Yo. (22, 1899, at Noon. kohama and Honolulu). CHINA (via Shang-) hai, Nagasaki, Kobe, [TUESDAY, July 18

Inland Sea, Yokohama, (and Honolulu) THE U.S. Company's Steamship "CITY L OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANG-HAI NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATUR-DAY, the 27th May, 1899, at Noon, taking Freight and Passengers for Japan, the United

1899, at Noon.

States, and Europe. Steamers of this line pass through the IN LAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to Eugland, France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of the United States or Camda. Rates may be obtained on application. Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER AND RIO GRANDE and NORTHERN PACIFIC BAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate. Passengers holding orders for OVER-

LAND CITIES in the United States have between San Francisco and Chicago, the option of the Southeen Pacific, Central Pacific, Union Pacific, DENVER AND RIO GEANUE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines Particulars of the various routes can be had

on application. Special rates (first class only) are granted t

Missionaries, members of the Naval, Military. Diplomatic, and Civil Services, to European officials in service of Chius and Japan, and to Government officials and their families. Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports

to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Control and South America, by the Company's and connecting Steamers. Freight will be received on board until 4 P.M.

the day previous to sailing. Parcel Packages will be received at the Office until 5.P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo des-Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

No. 7, Prays Central. J. S. VAN BUREN, Agent. Hongkong, Brd May, 1889,

VESSELS ON THE BERTH CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA THE Company's Steamship "CHANGSHA," Captain Moore, will be despatched as above

on SUNDAY, the 14th inst., at DAYLIGHT. For Passage, apply to BUTTERFIELD & SWIRE, Agents: Hongkong, 4th May, 1899. CHINA NAVIGATION COMPANY.

LIMITED.

FOR WEIHAIWEI AND TIENTSIN. FITHE Company's Steamship "KWEIYANG."

Captain Outerbridge, will be despatched as above on TUESDAY, the 16th May. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd May, 1899.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "GLAUCUS!"

Captain Barwise, will be despatched as above on TUESDAY, the 23rd May. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 26th April, 1899.

NORDDEUTSCHER LLOYD.

NOTICE: STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ PORT SAID. NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BAL-TIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.-CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PEINCIPAL PLACES IN RUSSIA. PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.) PREUSER | Wednesday ... | 24th May. ACREEN Wednesday 21st June. BAYEEN Wednesday ... 19th July. N. WEINESDAY, the 24th day of May, ohip "PREUSSEN," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLing at Naples and Genoa. Shipping Orders will be granted till Noon

on Monday, the 22nd May, Cargo and Specie will be received on Board until 5 P.M. on Tuestay, the 23rd May, and Parcels will be received at the Agency's Office until NOON on Tuesday, the 23rd May. Contents of Packages are required. No Parcal Receipts will be signed for less than \$2.50 and Parcels should not exceed 1 . o Feet Cubic in Measurement. The Steamer has uplended accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. For further Porticulars, apply to

Hongkong, 27th April, 1899. FOR NEW YORK VIA SUEZ CANAL HE British Steamship

MELCHERS & CO.,

" VORTIGERN Japtain Fairweather, will be despatched for the For Freight, apply to DODWELL & CO., LIMITED,

Agents Hongkong, 21st April, 1899. NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line re prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Arrica, in connection with Inpo-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA'S Sailings from CALCUTTA for CAPE PORTS every fortnight. For freight and further particulars,

DODWELL & CO., LIMITED, General Agen ts for China and Japan. Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES "BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

s.s. "Benlawers." FROM ANTWERP, LONDON, AND SINGAPORE.

whence and/or from the Wharves delivery may accessories supplied. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th just, will be

anbject to rent. All claims against the steamer must be presented to the Undersigned on or before the 18th inst, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M. No Fire Insurance will be effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. Agents. Hongkong, 4th May' 1699 NOTICE TO CONSIGNEES.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H. A. L. Steamship "SIBERIA," Captain Hildebrandt, having arrived from the

above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for take immediate delivery of their goods from Optional cargo will be forwarded unless notice to the contrary be given before NOON.

Any Cargo impeding her & harge will be Chinese characters, and Medhurst's English landed into the Godowns of the longkong and Kowloon Wharf and Godown Company, Limited and stored at Consignees risk and expense. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will subject to rent.

All broken, chafed, and damaged Goods are o be left in the Godowns, where they will examined on the 8th inst. at 3 P.M. No Fire Insurance has been effected. SIEMSSEN & CO. Agents, Hongkong, 1st May, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP TACOMA, FROM TACUMA. VICTORIA, YOKO HAMA, KOBE AND MOJI.

United States should be sent to the Company's THE above Steamer having arrived, Consigness of Cargo are hereby requested to send in their Bills of Lading for countersigns. ture and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and

> DODWELL & CO, LIMITED, Agonte. Hongkong, Srd May, 1899,

NOTICES TO CONSIGNESE

NOTICE TO CONSIGNEES.

FIHE P. & O. S. N. Co.'s Steamship FROM ANTWERP, LONDON, PORT. BAID, SUEZ, AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the

goods are landed. Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY. Goods not cleared by the 13th inst., at P.M., will be subject to rent. No Fire Insurance will be effected by me

n any case whatever. All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised. H. A. RITCHIE,

Superintendent. Hongkong, 4th May, 1899.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES. s.s. "Preussen."

THE above-named steamer having arrived Consignees of cargo are hereby informed that their Goods, with the exception of Opium,
Treasure, and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery
may be obtained. Optional Cargo will be forwarded unless notice

to the contrary be given before NOON, To-No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th May will

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tureday, the 9th May, and MONDAY, the 15th May, at 9.30 A.M. 'All Claims must reach us before the 19th May, or they will not be recognised.

No Fire Insurance will be effected Bills of Lading will be countersigned by MELCHERS & CO. Agents.

Hongkong, 2nd May, 1899.

VESSELS ON THE

FOR SAN FRANCISCO. HE 100 A.I. British Bark "QUEEN MARGARRT,"

Fraser, Master, will load for the above port and will have quick despatch. For Freight, apply to SHEWAN, TOMES & CO. Wangkong, 17th March, 1899.

TAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month; it is of Superb Quality and of CUTLEB, PALDIER & Co.'s SELECTION. Sole Agents for it—

> LANE, CRAWFORD & Co. Hongkong.

KOWLOON EXTENSION. NEW MAP of HONGKONG, KOW-LOON and ADJACENT TERRI TORIES shewing the Boundary under the New Convention, with the Towns, Villages, Printed in Colours. Price \$1. To be had at Messrs. KELLY & WALSH, LD.

Daily Press Office. Hongkong, 28th October, 1898. SECOND-HAND PIANOS, (PROPERTY OF FAMILIES LEAVING THE

COLONY), Offered at Cheap rates. 1 Cottage piano-Lunau\$125 4 Cottage piano Neumeyer 200 5 Cottage piano-Brinsmend 200 6 Cottage piano-Hoofe 200 9 Cottage piano Brinsmead 275

12 Semi Grand-Collard (any reasonable offer, original cost \$1,000-one year only in use.) LANE CRAWFORD & CO.,

Musical Department. Hongkong, 7th April, 1899.

MOTICE OF FIRM.

THE Undersigned have This Day opened

the premises at 43A, QUEEN'S ROAD EAST as a CYCLE EMPORIUM and beg to ONSIGNEES of Cargo are hereby in solicit the patronage of the public of Hong. formed that all Goods are being landed kong. A first-class selection of CYCLES at-their risk into the Hongkong and Kowloon (LADIES' and GENT'S) is on view and position Wharf and Godown Company's Godowns, is freely invited. Repairs undertake. and MOKTRDY & CO.,

Cycle Agents. Hongkong, 26th September, 1898.

NOW ON SAL IMPERIAL QUARTO. HIGH AND CE DICTIONARY. net, 4 glaces WITH THE PUNTI AND MANDARIN. PRONUNCIATION.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of rs been compelled to coin to express the jests in machinery, photography, telegraphy, and in science generally, which of foreign relations has imposed to here given in extenso. Each at a every word is fully illustrated and explained, ich for students of a most ustruct. Both

the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type corns wond in the size of body, thereby effecting a wat economy of requested to send in their Bills of Lading for space, achieving a clearness not previously countersignature by the Undersigned and to attained, and dispensing with the transfer and their mode from and vacant spaces which have terized Chinese publications. To illustrate the vast scope of the work the following facts are submitted for consideration:

Chalmers' Vocabulary contains about 16,000 and Chinge Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese charactors. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various appli-cations and equivalents of different words which have one general meaning. Of these examples

this work contains more than five times as many as any other Dictionary hitherto pub-For practical purposes the arrangement of the work is so complete that a reference to its

pages embles a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in Ohina it cannot but be invaluable coorsion-

It comprises upwards of two thousand large 4 Vols. IMPERIAL QUARTO, Price 820. A Large REDUCTION in PRICEis made

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